

Mr. President, the grotesque advantages that have been given to the aggressor here, as we continue to declare a kind of neutrality which amounts to immorality, defies all standards of decency and international law. The time is at hand for us finally to answer the call for help which has been coming, but has been unanswered, from Bosnia for too long. I hope that my colleagues in both parties in this chamber will be able to play a leadership role in supporting, encouraging, as rapidly as possible, the withdrawal of the U.N. forces from Bosnia, the lifting of the arms embargo, and the selective use of Allied air power to protect not just the sovereignty of a nation, Bosnia, that has been invaded by a neighbor, but to protect the rule of law, in Europe and throughout the world. In that, we here continue to have a vital national interest.

I thank the Chair. I yield the floor.

Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. GRAMM). The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. CHAFEE. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

NATIONAL HIGHWAY SYSTEM DESIGNATION ACT

The Senate continued with the consideration of the bill.

UNANIMOUS-CONSENT AGREEMENT

Mr. CHAFEE. Mr. President, I ask unanimous consent that during the Senate's consideration of S. 440, the highway bill, the following amendments be the only first-degree amendments in order, that they be subject to relevant second-degree amendments, and that no second-degree amendments be in order prior to a failed motion to table, unless the amendment is described only as relevant, in which case, second-degree amendments would be in order prior to a motion to table.

This agreement has been agreed to by the Democratic side.

The PRESIDING OFFICER. Without objection, it is so ordered.

The list of amendments is as follows:

Baucus: CMAQ eligibility.
Baucus: Managers' amendment.
Baucus: Relevant.
Baucus: Strike Section 117.
Biden: State flexibility (w/Roth).
Biden: Amtrak.
Bond: Relevant.
Boxer: ISTEA project demonstration.
Bumpers: NHS connector route.
Byrd: Relevant.
Byrd: Relevant.
Campbell/Snowe: Helmets.
Chafee/Warner: Managers' amendment.
Cohen: Labor provisions of 13C.
Conrad: Relevant.
Daschle: Metric requirements.
Daschle: Relevant.

Dole: Relevant.
Dorgan: Open container/drunken driving.
Exon: High risk drivers.
Exon: Railroad crossings.
Exon: Truck lengths.
Faircloth: Relevant.
Feingold: Relevant.
Frist: CMAQ funding.
Graham: Relevant.
Graham: Relevant.
Graham: Relevant.
Grams: Private property.
Gregg: Relevant.
Gregg: Relevant.
Hatfield: Authorization of 15 in Oregon.
Inhofe: Single audits.
Inouye: Relevant.
Jeffords: Project review.
Kohl: Grandfathering size/weight trucks Wisconsin route.
Lautenberg: Restore speed limit requirements.
Leahy: Non-interstate NHS routes project review.
Leahy: Relevant.
Levin: Relevant.
Lott: NHS route designation.
Mack: NHS maps.
McCain: Highway demo projects \$ out of state allocation.
McCain: Highway demo projects.
McConnell: Tolls.
Moseley-Braun: Motorcycle helmets (w/Snowe).
Murkowski: Designation of Dalton Highway.
Reid: Trucks/speed limit.
Roth: States flexibility to Amtrak funding.
Roth: States flexibility to Amtrak funding.
Roth: States flexibility to Amtrak funding.
Simon: Date of bridge.
Smith: Helmets/seatbelts.
Smith: Helmets/seatbelts.
Stevens: Dalton Highway designations.
Stevens: Right of way designations.
Thurmond: High priority corridors.
Thurmond: High priority corridors.
Thurmond: High priority corridors.

Mr. CHAFEE. Mr. President, I ask unanimous consent that no amendment dealing with affirmative action be in order during the pendency of S. 440.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. CHAFEE. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. DEWINE. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. CRAIG). Without objection, it is so ordered.

Mr. DEWINE. Mr. President, I rise today to offer my support for the national highway bill. I believe it is a good bill. But I believe there is one provision of the bill that, quite frankly, needs to be changed. So tomorrow, Senator LAUTENBERG and I will be offering an amendment to retain the current maximum national speed limit.

The bill as it is currently written totally repeals this law. I believe this action of repealing this law clearly flies in the face of reality, commonsense, logic, and history because I believe that on this issue the facts are in and they are conclusive.

Let us talk a little history. In 1973, 55,000 people died in car-related fatali-

ties in this country. In 1974, the next year, Congress established the 55-mile-per-hour speed limit.

That is very same year highway fatalities dropped by 16-percent—a 16 percent reduction the very next year after Congress imposed the 55-mile-per-hour speed limit. Fatalities that year dropped from 55,000—in 1973—to 46,000 in 1974.

Mr. President, according to the National Academy of Sciences, the national speed limit law saves somewhere between 2,000 and 4,000 lives every year. So there have been as many as 80,000 lives saved in this country because of this law since 1974.

Mr. President, another historical fact moving forward to 1987: When the mandatory speed limit was amended in 1987 to allow the 65-mile-per-hour speed limit on some of the rural interstates in this country, the fatalities on those highways went up 30 percent more than had been expected. Increasing the speed limit to 65 miles per hour on rural interstates cost 500 lives per year. Those highways are among the safest roads in America. What happens when we totally repeal that law, totally repeal the 55 miles per hour, not just on the rural interstates but in the urban interstates as well? I think we will continue to see it go up, and it will go up at a much faster rate—the fatalities.

If we were to see just the same increase—30 percent—that we saw on the rural highways in the rest of the interstate system because of this particular law, the Department of Transportation estimates an additional 4,750 people would die every single year.

I think that is clearly not the direction we need to go in in the area of highway safety. I believe that we need to go in the opposite direction because there are obviously far too many Americans dying on the highways of this country every year.

In my home State of Ohio in 1993 a total of 1,482 people were killed in car accidents. Over 20 percent of those accidents were speed related. Nationwide, excessive speed is a factor in one-third of all fatal crashes.

Mr. President, I believe the old adage got it exactly right. Speed does kill. And even if interstate highways were designed for 70-mile-per-hour travel, people are not. People are not designed to survive crashes at that speed. As speed increases, driver reaction time decreases. The distance the driver needs, if he is trying to stop, increases. When speed goes above 55 miles per hour, every 10-mile-per-hour increase doubles—doubles—the force of the injury-causing impact. This means that at a 65-mile-per-hour speed, a crash is twice as severe as a crash at 55 miles per hour. A crash at 75 miles per hour is four times more severe.

A speed limit of over 55 is a known killer. Let us face that fact and do the right thing right here as part of this bill. That means I believe voting "aye" on the amendment which Senator LAUTENBERG and I will propose tomorrow.